

MEMO

DATE: September 1, 2005

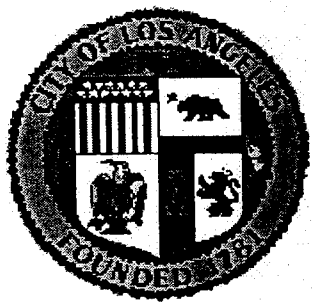
TO: Transportation and Communications Committee

FROM: Philip Law, Acting Senior Regional Planner, 213-236-1841, law@scag.ca.gov

SUBJECT: High-Flow Arterial Study – Phase I

SUMMARY:

The City of Los Angeles Department of Transportation (LADOT) has recently completed the first phase of the High-Flow Arterial Study. This study attempts to identify a network of arterials within the City of Los Angeles that could function as viable alternatives to the congested freeway system. These arterials would be candidates for regional transportation improvements, and the specific improvements will be identified in Phase II of the study. The presentation will be given by Mr. Mony Patel, a Transportation Planner at LADOT. A summary of the study is attached.



High-Flow Arterial Study Phase 1

Prepared for the Southern California
Association of Governments

Prepared by the City of Los Angeles
Department of Transportation

CITY OF LOS ANGELES HIGH-FLOW ARTERIAL STUDY - PHASE 1

STUDY SUMMARY

- Prepared by the City of Los Angeles Department of Transportation (LADOT)
- Prepared for the Southern California Association of Governments (SCAG)
- Report submitted to SCAG in April 2005

STUDY GOAL

The primary goal of the study is to propose a High-Flow Arterial Network within the City of Los Angeles and to identify conceptual regional transportation improvements to address the lack of freeway capacity. The findings from this study will be the basis of the next study phase, which will identify specific transportation improvement proposals and will include a more specific detailed evaluation of the conceptual improvement alternatives.

HIGH-FLOW ARTERIAL SELECTION CRITERIA

The proposed High-Flow Arterial Network was developed using the following criteria:

- Access to the Freeway System - the High-Flow arterial provides direct access to the freeway network. The High-Flow arterial plays an integral role in the regional transportation system by connecting freeways.
- Alternate to the Freeway System - the surface streets identified in the High-Flow Network provide commuters with an alternate route choice to the freeway system.
- Access to Key Destination Centers - the High-Flow arterial provides direct access to major activity centers such as universities, shopping centers, employment centers, airports, etc.
- Roadway Designation - the High-Flow arterial is designated a Major Highway Class I or II in the General Plan for the City of Los Angeles.
- Grid System & Spacing - the High-Flow arterial system, where practical, provides a grid-system network of regionally significant roadways spaced approximately 4-miles apart.

HIGH FLOW ARTERIAL SYSTEM - SELECTED ROADWAYS

1. Alameda St.
2. Alvarado St.
3. Balboa Blvd.
4. Cahuenga Blvd. West
5. Colorado Blvd.
6. Devonshire St.
7. Figueroa St.
8. Gaffey St. (SR 110)
9. Glendale Blvd.
10. Grand Ave.
11. Highland Ave
12. Hoover St.
13. La Brea Ave.
14. La Cienega Blvd.
15. Lankershim Blvd.
16. Lincoln Blvd. (SR 1)
17. Manchester Ave. (SR 42)
18. Mission Rd.
19. Olympic Blvd.
20. Pacific Coast Hwy. (SR 1)
21. Roscoe Blvd.
22. San Fernando Rd.
23. Santa Monica Blvd.
24. Sepulveda Blvd. (SR 1)
25. Slauson Ave.
26. Sunset Blvd.
27. Tampa Ave.
28. Topanga Canyon Blvd. (SR 27)
29. Valley Blvd.
30. Van Nuys Blvd.
31. Venice Blvd. (SR 187)
32. Ventura Blvd.
33. Victory Blvd.
34. Western Ave.
35. Wilshire Blvd.

PROGRAMMED IMPROVEMENTS

Before identifying mobility improvement options, what's currently programmed?

Capacity Enhancement Projects - 20 regionally significant transportation improvements are currently programmed that involve one of the proposed High-Flow arterials; 18 freeway system improvements within the L.A. City boundaries are currently programmed

Metro Rapid Transit - of the current and planned corridors for deployment of MTA's Metro Rapid Bus program, the following High-Flow arterials are included:

- Wilshire Boulevard
- Ventura Boulevard
- Van Nuys Boulevard
- Lincoln Boulevard
- Manchester Avenue
- San Fernando Road
- Santa Monica Boulevard
- Sepulveda Boulevard
- Olympic Boulevard
- Western Avenue

Traffic Signal Systems - LADOT has established a real-time traffic control signal system known as Adaptive Traffic Control System (ATCS). ATCS is a personal computer based program that provides a fully-responsive method to accommodate real-time traffic conditions. ATCS is designed to further enhance the existing Automated Traffic Surveillance and Control (ATSAC) Systems currently used by the City of Los Angeles, but goes beyond the limitations of ATSAC to provide a traffic adaptive system of control. With several signal systems in the City of Los Angeles already upgraded and operating under ATCS, the City is working toward a city-wide system expansion.

Proposed High-Flow Arterial Network

